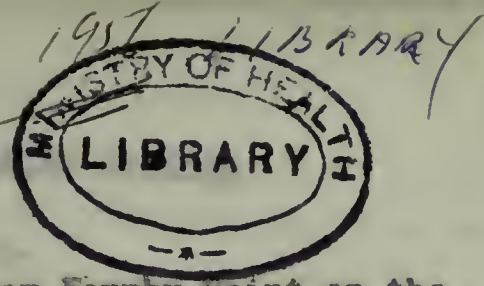


1956.



Port Health District.

The Port Health District of Preston extends from Formby Point on the south a point about 2,350 yards south of the Victoria Pier, South Shore, Blackpool, on the north. The dock, which is 3,200 feet long by 600 feet wide, covers 40 acres and is approached by the entrance basin, 850 feet long by 300 feet wide, an area of 4½ acres.

The communicating locks are 550 feet long and 66 feet wide, with a depth of 29 feet 6 inches at high water ordinary spring tide. The dock is situated in the borough, and is about 16 miles up the River Ribble from deep water at the bar.

The quays are 1½ miles long. There are 170 acres of storage ground and 37,489 superficial yards of covered floor space.

The dock is equipped with hydraulic and steam cranes, and has ample railway facilities.

Improvements on the dock estate continue to be made by the dock undertaking to the general satisfaction. The disused cattle lairage has been partially demolished and converted for the use of the cross channel container service with loading bays and separate office accommodation. Surfacing of the quays adjacent to the ferry berths has been carried out and a weekly dock and shipping refuse collection service has been organised. All these measures help in the improvement of amenity and in the reduction of insanitary conditions and vermin infestation.

Section I. Staff.

Table A.

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other appointment held.
J. G. Burnett	Port Medical Officer	1.2.49.	M.D., D.P.H.	Medical Officer of Health.
F. S. Melville	Deputy Port Medical Officer	1.3.52. (Resigned 29.7.56.)	M.B., Ch.B., D.P.H.	Deputy Medical Officer of Health.
L. G. Samuel	Deputy Port Medical Officer	30.7.56.	M.B., Ch.B., D.P.H.	Deputy Medical Officer of Health.
L. J. Self	Port Health Inspector	1.3.46. (Resigned 14.4.56.)	Cert. P.S.I. Cert. Meat & Food.	District Public Health Inspector.
E. R. Whitney	Port Health Inspector	9.4.56.	Cert. R.S.I. Cert. Master Mariner.	District Public Health Inspector.
F. Yates	Deputy Port Health Inspector.	7.7.55.	Cert. R.S.I. Cert. Meat & Food.	District Public Health Inspector.



1881

Date		Description		Amount	
Jan 1	1881	Balance		100.00	
Jan 15	1881	Received from [illegible]		50.00	
Feb 1	1881	Received from [illegible]		25.00	
Feb 15	1881	Received from [illegible]		10.00	
Mar 1	1881	Received from [illegible]		75.00	
Mar 15	1881	Received from [illegible]		30.00	
Apr 1	1881	Received from [illegible]		15.00	
Apr 15	1881	Received from [illegible]		20.00	
May 1	1881	Received from [illegible]		40.00	
May 15	1881	Received from [illegible]		10.00	
Jun 1	1881	Received from [illegible]		60.00	
Jun 15	1881	Received from [illegible]		20.00	
Jul 1	1881	Received from [illegible]		35.00	
Jul 15	1881	Received from [illegible]		15.00	
Aug 1	1881	Received from [illegible]		55.00	
Aug 15	1881	Received from [illegible]		25.00	
Sep 1	1881	Received from [illegible]		45.00	
Sep 15	1881	Received from [illegible]		15.00	
Oct 1	1881	Received from [illegible]		65.00	
Oct 15	1881	Received from [illegible]		25.00	
Nov 1	1881	Received from [illegible]		40.00	
Nov 15	1881	Received from [illegible]		15.00	
Dec 1	1881	Received from [illegible]		50.00	
Dec 15	1881	Received from [illegible]		20.00	
Total				1000.00	

Address and telephone number of the Medical Officer of Health:

Health Department, Municipal Building, Preston.
Preston 4881.

Private address:

181, Liverpool Road, Penwortham, Preston.
Preston Priory 83585.

Section II. Amount of shipping entering the district during the year.

The upward movement of trade which has been a feature of the port of Preston in recent years was temporarily halted during 1956 through factors that were not local in character. In the autumn five of the ferry ships were requisitioned by the government and the Preston Larne container service was temporarily seriously interrupted until other vessels could be chartered. Approximately the same amount of shipping with rather less tonnage used the port in 1956 as compared with 1955.

Table B.
Ships entering the district during the year.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having or having had during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Public Health Inspectors	
Foreign ports	278	228,687	45	278	Nil
Coastwise	2,044	1,187,597	1	498	Nil
TOTAL	2,322	1,416,284	46	776	Nil

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1911

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TABLE 1
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Year	Volume	Number	Page	Author	Title
1911	1	1	1	1	1
1912	2	2	2	2	2
1913	3	3	3	3	3

Section III - Character of Shipping and Trade during the year.

In addition to the disorganisation resulting from the requisitioning of five ferry boats there was some reduction in trade, the tonnage handled for export dropping by about one hundred thousand tons compared with the previous year, whilst imports dropped by 10,000 tons. Generally the character of the trade remained more or less unchanged with the banana trade increasing from three to four boats, giving a more or less regular weekly service. The Belfast and Larne ferry service has been maintained and in the early part of the New Year has been restored to its original basis. A new gantry has been erected to facilitate loading and unloading at a new berth.

Table C.
Character of shipping and trade during the year.

Passenger	(Number of passengers INWARDS	1,089
Traffic	(Number of passengers OUTWARDS	1,168

Passengers to and from foreign ports:-

		Foreign ports	Irish Ferry Service
<u>Passengers in.</u>	Alien	34)	926
	British	129)	
<u>Passengers out</u>	Alien	28)	1,037
	British	103)	

Cargo Traffic.

Principal Imports.

Bananas, bitumen, cement, china clay, citrus fruits, coconuts, containers, esparto grass, flour, fuel oil, general cargo, grain, nut oil, potash, petroleum, phosphates, pit props, pyrites, scrap iron, shell grit, steel, stone, timber, vegetables, vehicles, whale oil, wood pulp.

Principal Exports.

Coal, coke, containers, fertilizer, fuel oil, furniture, general cargo, iron and steel, nut oil, paper, petroleum, pitch, tar, vehicles.

Total imports 1955 802,165 tons.

Total exports 1955 709,163 tons.

Total imports 1956 791,138 tons.

Total exports 1956 602,463 tons.

Principal ports from which ships arrive:-

Abo, Ala, Alvik, Amsterdam, Antwerp, Appingedam, Archangel, Baltimore, Bona, Borga, Bremen, Casablanca, Dominica, Drammen, Emden, Flushing, Frederikssund, Gefle, Ghent, Gota, Gothenburg, Halifax, N.S., Hamburg, Hango, Hanko, Hansweert, Helgenas, Hernosand, Hommelvik, Honfleur, Horsens, Husum (Sweden), Iggesund, Jacobstad, Kalmar, Karlsborg, Karlshamn, Karlskrona, Karlstad, Kasko, Kemi, Kotka, Kragero, Langstein, Larvik, Leningrad, Liverpool, N.S., Lorient, Mantyluoto, Montreal, Namsos, Nantes, Narvik, Norrkoping, Onega, Oplo, Oskarshamn, Oslo, Oulu, Parrsboro, N.S., Pitea, Randers, Rauma, Rotterdam, Rouen, St. Lucia, St. Vincent, Sandviken, Skelleftea, Skein, Skutskar, Stockholm, Stugsund, Sundsvall, Susa, Svano, Toppila, Trondheim, Uddevalla, Ursviken, Wallvik, Westervik, Ymuiden.

The first of these is the fact that the population of the country is increasing rapidly. This is due to a number of factors, including a high birth rate, a low death rate, and a large influx of immigrants. The second factor is the fact that the country is becoming more and more industrialized. This is leading to a large increase in the demand for raw materials and a corresponding increase in the demand for labor. The third factor is the fact that the country is becoming more and more urbanized. This is leading to a large increase in the demand for housing and a corresponding increase in the demand for labor.

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		The fourth factor is the fact that the country is becoming more and more developed.				
The fifth factor is the fact that the country is becoming more and more powerful.						
The sixth factor is the fact that the country is becoming more and more influential.						
The seventh factor is the fact that the country is becoming more and more respected.						
The eighth factor is the fact that the country is becoming more and more admired.						
The ninth factor is the fact that the country is becoming more and more revered.						
The tenth factor is the fact that the country is becoming more and more honored.						
The eleventh factor is the fact that the country is becoming more and more glorified.						
The twelfth factor is the fact that the country is becoming more and more exalted.						
The thirteenth factor is the fact that the country is becoming more and more elevated.						
The fourteenth factor is the fact that the country is becoming more and more sublimated.						
The fifteenth factor is the fact that the country is becoming more and more divinized.						
The sixteenth factor is the fact that the country is becoming more and more sanctified.						
The seventeenth factor is the fact that the country is becoming more and more consecrated.						
The eighteenth factor is the fact that the country is becoming more and more dedicated.						
The nineteenth factor is the fact that the country is becoming more and more devoted.						
The twentieth factor is the fact that the country is becoming more and more loyal.						

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Section IV - Inland Barge Traffic.

There is no inland barge traffic from or to the Port of Preston.

Section V - Water Supply.

1. (a) The district receives its water from the Corporation of Preston water mains, and is an upland surface water derived from the gathering grounds in the Forest of Bowland. The water is of good quality, well suited for drinking and domestic purposes.
1. (b) Shipping is supplied with water from the district supply by means of a hose from a shore hydrant.
2. Routine check samples are taken from drinking taps, hydrants, hoses and from ships' tanks. Samples are also taken from ships' service lines when circumstances warrant, i.e. contamination of the fresh water tanks or the investigation of food poisoning, dysentery, etc.

Four samples taken during 1956 proved satisfactory.

3. The supply of water to shipping is under the direct control of the Port Authority, who employ a special staff for this purpose, all precautions necessary to prevent contamination of hoses and hydrants, are taken.
4. There are no water boats in the Port of Preston.

Section VI - Public Health (Ships) Regulations, 1952.

1. List of Infected Areas.

The list of infected areas is prepared from, and amended as necessary with, details obtained from the World Health Organization in the Weekly Epidemiological Record and is drawn up in the form of the list supplied. Copies of the list are supplied to the Trinity House Pilotage Office, Preston, and the H.M. Waterguards Office, Preston.

2. Radio Messages.

Preston is not a radio transmitting or receiving port.

3. Notification otherwise than by Radio.

The Port Medical Officer is notified by telephone of any untoward circumstances on board an incoming vessel after such details have been passed to the Port Authority's barge at Lytham.

Cases of sickness are dealt with by the Boarding Medical Officer.

4. Mooring Stations.

Fresh arrangements have been made with the Ribble Navigation Port Authority to meet the requirements of the Public Health (Ships) Regulations, 1952, as to the establishment of mooring stations. The Port Authority is not able to designate any particular berth as a special mooring station, but whenever the necessity should arise arrangements would be made for the vessel to be breasted off at the

There is no reason to believe that the...

...

Section 1 - Introduction

The following information is being provided to you for your information only. It is not intended to be used for any other purpose. The information is being provided to you for your information only. It is not intended to be used for any other purpose.

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Section 2 - Background Information

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actual discharging berth allocated to her. This would be done by placing one of the barges of about 20 feet beam which are always available between the vessel and the quay, whilst the vessel was subjected to the prescribed measures.

This arrangement obviates the necessity of moving the vessel from one berth to another and facilitates the discharge of her cargo whether during or when freed from control. H.M. Customs & Excise formally agreed with the arrangements made. These altered arrangements were made necessary by the removal of the buoys in the centre of the main dock to facilitate the movement of shipping within the dock.

5. Arrangements for -

(a) Hospital accommodation for infectious diseases.

All cases of infectious disease other than smallpox are removed to the Isolation Hospital, Deepdale, Preston.

(b) Surveillance and follow up of contacts..

Surveillance is carried out as suggested in Section 18(2) and Section 37 of the Public Health (Ships) Regulations, 1952.

(c) Cleansing and Disinfection of ships, persons, clothing and other articles.

The cleansing and disinfection of ships is carried out under the supervision of the Port Health Inspector. Clothing, bedding, etc., are removed in the Health Department's disinfection vehicles to the Disinfection Station at Argyll Road for steam disinfection.

Arrangements are also in existence for persons to be cleansed and disinfested at Cuttle Street Clinic and Ellen Street Cleansing Station and clothing to be disinfested at Argyll Road disinfection station.

Section VII - Smallpox.

(1) The reception of smallpox cases into hospital is in the hands of the Regional Hospital Board who advise as to which hospital is available for such purpose. Normally Ainsworth Hospital, Bury, is retained as the first regional hospital to admit cases of smallpox.

(2) Smallpox cases would be removed by an ambulance belonging to Preston Corporation.

The vaccinal state of the crews of these ambulances is the responsibility of the Medical Officer of Health of the County Borough of Preston.

(3) Smallpox Consultants.

Dr. C. Metcalfe Brown, Town Hall, Manchester.
Central 3377 and Ringway 4273.

Dr. E.R. Peirce, Port Health Authority, Liverpool.
Central 0831/2 and 0723 and Garston 1236.

Prof. A.B. Semple, Belmont Grove, Liverpool.
Anfield 2271 and Gateacre 2081.

(4) Facilities for the laboratory diagnosis of smallpox are available at the Liverpool School of Tropical Medicine under the direction of Professor Downie.

Section VIII - Venereal Disease.

Leaflets giving the undermentioned information as to location, days and hours of available facilities are distributed by the inspectors when vessels are visited:-

The Venereal Diseases Clinic at the Preston Royal Infirmary is open at the following times:-

Tuesday	5 p.m. - 7 p.m.	Women
Wednesday	5 p.m. - 7 p.m.	Men
Thursday	2 p.m. - 4 p.m.	Women
Friday	5 p.m. - 7 p.m.	Men

Male patients from ships likely to sail before the next male clinic will also be seen on Tuesdays or Thursdays.

33 seamen attended the clinic of whom 3 were found to be suffering from syphilis and 8 from gonorrhoea. In the remainder among whom specific infection was not detected it is likely that emergency treatment was provided at sea in a majority of cases. At the time of examination at the clinic non specific urethritis was found in 5 cases and other conditions requiring treatment in 10 cases.

Section IX - Cases of notifiable and other infectious diseases on ships.

Table D.
Cases of notifiable and other infectious diseases
on ships.

Category	Disease	Number of cases during the year		Number of ships concerned.
		Passengers	Crew	
Cases landed from ships from foreign ports	Nil	Nil	Nil	Nil
Cases which have occurred on ships from foreign ports but have been disposed of before arrival.	Nil	Nil	Nil	Nil
Cases landed from other ships	MALARIA	Nil	1	2
	INFECTIVE HEPATITIS		1	

No case or suspected case of smallpox, cholera, plague, yellow fever, typhus or relapsing fever occurred during the year.

Section X - Observations on the occurrence of malaria in ships.

Only one case of recurrent malaria included in Table D was reported in 1956.

Section XI - Measures taken against ships infected with or suspected for plague..

No ship infected with or suspected of plague arrived during the year. In the event of such an occurrence, action in accordance with the measures outlined in Part I of the fourth schedule of the Public Health (Ships) Regulations, 1952, would be pursued.

Section XII - Measures against rodents in ships from foreign ports.

(1) Procedure for inspection of ships for rats.

All foreign going vessels are inspected in the following sequence.

- (a) Vessels from infected ports.
- (b) Vessels from foreign non-infected ports.
- (c) Foreign going vessels that have arrived from another port in the United Kingdom.

The rodent operator sets traps on all ships from foreign ports and visits the traps daily. Rodents caught are placed in a muslin bag dipped in paraffin and labelled ready for despatch to the Public Health Laboratory.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Each rodent despatched to the laboratory is recorded in the Port Health Office. The rodents are conveyed to the laboratory by the Rodent Operator and the result of the examination is subsequently received by post.

The number of rodents sent for examination during the year was 28, none of which was infected with plague.

One rat was found to have a cysticercoid form of *Hymenolepis diminuta* and in another caught on the dock estate salmonella typhimurium was isolated.

(3) Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.

Deratting of vessels prior to the issue of a Deratting Certificate is effected by fumigation with hydrogen cyanide.

The following firms have intimated that they are willing to carry out such work in the Port of Preston:-

Associated Fumigators (Northern) Ltd., Liverpool.
Croftbank Chemical Co. Ltd., Oldham.
Fumigation Services Ltd., Ossett.
Hivey Fumigation Co. Ltd., Liverpool.
Irlam Insecticides, Liverpool.
Scientex Ltd., Birkenhead.

(4) Progress in the rat-proofing of ships.

The tendency to rat proof new vessels during the course of construction continues to give much satisfaction and tends to localize any infestation on such vessels.

Two notices have been issued during the past year requiring rat proofing measures to be carried out on ships and one notice in respect of shore premises. In each case this was done to the satisfaction of the Port Health Inspector.

The practice of cleaning holds on completion of discharge of cargo, and the turning over of stores prior to the issue of a Deratting/Deratting Exemption Certificate has done much to eliminate nesting places for rodents.

TABLE E. <u>Rodents destroyed during the year in ships from foreign ports.</u>	
Category	Number
Black rats	26
Brown rats	1
Species not known	1
Sent for examination	15
Infected with plague	Nil

Facilities were afforded by the Liverpool Port Health Authority for the Docks Rodent Operator to undergo a two weeks course of instruction on Rodent Control at Liverpool. The experience he gained there has proved invaluable, especially in view of the number of Deratting/Deratting Exemption Certificates issued during the year.

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

No. of Deratting Certificates issued					Number of Deratting Exemption Certificates issued.	Total Certificates issued.
After fumigation with H.C.N.	Other fumigant	After trapping	After poisoning	Total		
1	2	3	4	5	6	7
1	-	-	-	1	47	48

SECTION XIII - Inspection of Ships for Nuisances.

During the year 2,322 vessels entered the port and a total of 776 or 33% were visited by the Port Health Inspector. A total of 94 or 12% were found to be defective and of these ships 47% were British.

The co-operation between the ship owners and shipping agencies and the Port Health Authority in the remedying of these defects continues to give much satisfaction although due to the vessels' schedules it is not always possible for this to be carried out at Preston. Generally speaking the following procedure is adopted:-

1. In the case of dirty quarters the Master is informed and immediate action is required, the vessel being re-visited within 24 hours to secure the compliance with the requirements of the Port Health Authority.
2. Defects due to wear and tear and also treatment of crews' quarters for vermin is if practicable carried out during the vessel's stay in port either by the ship's personnel or by the use of shore labour.

During the year 13 vessels were found to be infested with cockroaches, 3 with weevils and 2 with bugs.

The methods used to eradicate vermin varied from the use of HCN in high concentration, the spraying of the accommodation with liquid insecticides or with powder blowers, to the use of Urea Formaldehyde Resin Insecticidal Lacquers; the latter, although a more recent innovation have proved to be highly satisfactory, the residual action lasting for approximately two years, and the washing of surfaces covered with it tends only to increase its efficacy.

3. Major defects, and defects in the original construction are usually left in abeyance until the vessel's next dry-docking or repair, if possible a letter being sent to the Port Health Authority of the port where the dry-docking takes place pointing out the defects in existence.

It has been gratifying to record that with vessels regularly using the port the requirements of the Preston Port Health Authority have been readily and speedily complied with.

Co-operation with other British port health staffs is such that it is possible to follow up by letter defects occurring particularly in British ships but similar arrangements do not prevail with foreign ports. In consequence, especially with foreign ships it is not always possible to determine whether nuisances in such ships are dealt with and the number of nuisances known to be abated is in consequence lower than the total number likely to have been dealt with.

TABLE G.
Inspections and Notices.

Nature and Number of Inspections.				Notices served.			Result of serving notices
Ships	No.	Defects and nuisances	No.	Stat. Notices	Other notices Written	Verbal	
British	454	Defects in original construction	2	Nil	1	Nil	2 defects corrected
		Defects, wear and tear	3	Nil	2	1	3 defects corrected
		Dirt, vermin and nuisances prejudicial to health	57	Nil	13	22	57 nuisances abated
Other Nations	322	Defects in original construction	Nil	Nil	Nil	Nil	-
		Defects, wear and tear	10	Nil	3	2	10 defects corrected
		Dirt, vermin and nuisances prejudicial to health	236	Nil	17	28	119 nuisances abated
Total	776	Defects Nuisances	15 293	Nil	36	53	15 defects corrected 176 nuisances abated

Section XIV - Public Health (Shell-fish) Regulations 1934-1948.

There are both mussel and cockle layings in the port area the main beds being off Lytham St. Annes on the north side of the river and between Southport pier and Formby points on the south side.

Mussel gathering is controlled by the Preston (Shell fish) Regulations, 1923.

During the year no mussels have been received or dealt with by the mussel cleansing station at Lytham.

Section XV - Medical Inspection of Aliens.

The Port of Preston is not approved for the landing of aliens and none of the medical staff holds a warrant of appointment as a Medical Inspector of Aliens.

Aliens, however, continue to enter the port and a total of 34 arrived during the year.

Section XVI - Miscellaneous.

- (a) Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

Arrangements for the interment of a deceased member of the crew of any vessel would be the concern of the shipping agent and the following procedure would be adopted in the event of a death from infectious disease. The Superintendent of Mercantile Marine acting for the Ministry of Transport would be notified immediately. The body would be removed by the Health Department staff to the mortuary of the Preston Isolation Hospital for the purpose of local enquiry and verification of the cause of death.

- (b) Food inspection.

Food voluntarily surrendered.

Ex. British West Indies Vessels -

334 tons 19 cwts 1 qtr 22 lbs Bananas, coconuts, citrus fruits, vegetables.

Ex. M.O.F. Buffer depot -

336 lbs Argentine corned beef.

